

HONGKONG
WEEKLY.

ILLUSTRATED

The China Mail.

ESTABLISHED 1845

Don't Forget

TO ORDER THE

OVERLAND
CHINA MAIL

BEFORE GOING HOME

No. 13,904.

號一卅月十年七零百九千一英

HONGKONG, THURSDAY, OCTOBER 31, 1907.

第五廿月九年亥丁

PRIME \$3.00 Per Month

Intimations.

THORNE'S
OLD VAT

PER CASE \$14.



SCOTCH WHISKY.

SOLE AGENTS IN
HONGKONG, CHINA & MANILLA
A. S. WATSON & CO., LTD.

ORIENTAL HOTEL.

THURSDAY, 31st October 1907

DINNER:

Roast Turkey and York Ham.

Carrot and Potato Soup.

Chicken à la Reine.

ENTREES:

Lamb Cutlets and Green Peas.

Roast Asparagus and Mayonnaise Sauce.

JOINTS:

Roast Beef and Yorkshire Pudding.

Roast Turkey and York Ham.

COLD MEATS:

Sliced Game in Aspic.

CURRY:

Shrimp.

VEGETABLES:

Boiled Potatoes.

French Beans.

EXPERIMENTS:

Baked Pudding.

Assorted Cakes.

Coffee Ice-Cream and Assorted Wafers.

DESSERT:

Cheese, Fruit, Tea, Coffee.

Hongkong, October 31, 1907.

1739

NOTICE.

BY kind permission of Major W. W.

CHIEF of Police, 1907, I hereby

notify the public that the

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Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS,
FOUNDERS & BOILERMAKERS.

RIVER STEAMERS, TUGS, MOTOR BOATS

HIGH-SPEED AND SHALLOW-DRAFT VESSELS A SPECIALTY.

ESTIMATES FOR ALL IRON AND STEEL WORK.

TELEPHONES: 167 and K. 21. CABLES: Sanyoune, Hongkong.

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

a.s. HONAM, 2,353 tons, Captain H. D. Jones.
a.s. POWAN, 2,338 tons, Captain H. D. Jones.
a.s. FAZSHAN, 2,360 tons, Captain H. D. Jones.
a.s. KINSHAN, 1,398 tons, Captain B. Branch.
a.s. HEUNGSHAN, 1,398 tons, Captain E. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.

(Sunday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday.

at 9.30 p.m. from Company's Wharf, returning from Canton every Tuesday, Thursday

and Saturday, at 5 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the

River. Special attention is drawn to their Superior Saloon and Cabin accommodations.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED

Hongkong-Macao Line.

a.s. SUI-LAN, 1,651 tons, Captain W. A. Valentine.
a.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Queen Street Wharf

West (except Mondays from Douglas Wharf) and at 2 p.m. from the Company's

Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m.

from Douglas Wharf and from Macao at 5 p.m.

The Company also runs a Steamer from Macao on Sunday Morning at 7.30 a.m. and

from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

a.s. LUNGSHAN, 219 tons, Captain W. Reynolds. (In Dock).

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 6 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-

GATION COMPANY, LTD., AND THE SINGAPORE STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

a.s. SUI-LAN, 1,651 tons, Captain S. Ball Smith.
a.s. SUI-TAI, 1,651 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days

at about 2 p.m. Round trips take about five days. These vessels have Superior Cabin

Accommodations and are fitted throughout by electricity.

Particulars may be obtained at the offices of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANCHESTER, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, September 2, 1907.

1411

NOTICE.

BY kind permission of Major W. W.

CHIEF of Police, 1907, I hereby

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Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES.

WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN
FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN
Bags of 1 cwt. each.

Office: 6, DES VŒUX ROAD

Hongkong, August 31, 1907.

2040

LANE, CRAWFORD & CO.

SPECIAL BARGAIN SALE

IN

Ladies' Department.

SEE ADVERTISEMENT ON PAGE 5.

LANE, CRAWFORD & CO.

Hongkong, August 31, 1907.

2040

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Business Notices.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

In Casks of 37½ lbs. net, \$5.00 per Cask, ex Factory.

In Bags of 350 lbs. net, \$3.00 per Bag, ex Factory.

Shewan, Tomes & Co.

GENERAL MANAGERS.

FAIRALL & CO.

ARE SHOWING A GOOD ASSORTMENT

OF

CLOTH COSTUMES AND

AFTERNOON GOWNS

SUITABLE FOR THE PRESENT SEASON.

7 and 9, PEDDER STREET

UNDER THE HONGKONG HOTEL.

THE SINCERE CO.

111, CONNAUGHT RD.—215, 217, 219 & 221, DES VŒUX RD., HONGKONG.

UNIVERSAL PROVIDERS.

TAILORS, HATTERS & MERCERS.

ENGLISH AND AMERICAN BOOTS AND SHOES,

Drapery, Silks, Watches, Clocks, Crockery, Ironmongery,

Grocery, Furniture, Rattan Ware, Tobacco, Cigars,

Cigarettes, Sewing Machines.

Our Prices are marked in plain figures.

Hongkong, September 28, 1907.

1555

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BY TELEGRAPH.

THE CHERBOURG SMASH.

Engine-Driver to Blame.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, October 30. The mishap to the Cherbourg train has been the subject of an inquiry at which it was found that the accident was due to carelessness on the part of the local engine-driver.

RUSSIA AND INDIA.

A Railway Advocated.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, October 30. The Moscow Vremya has published the first of a series of articles advocating the construction of a railway from Russia to India as a complement to the Anglo-Russian Convention.

THE FINANCIAL MARKET.

Berlin Bank Rate Increased.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, October 30. The Berlin bank rate has increased and is now quoted at 6 1/2 per cent.

THE FINANCIAL SITUATION.

LONDON, October 29. The total engagements in gold, for import in New York, amount to \$27,500,000.

Seventy-eight shillings per ounce was paid for gold on the open market in London for £1,000,000 for America. The Chicago grain markets broke heavily, owing to the financial situation in New York, but the big holders are undisturbed and there was a partial recovery at the close.

RUSSIA.

Election Results.

LONDON, October 29. The election returns for the new Duma show a large preponderance of Reactionaries. Out of 327 results, 165 are Monarchists as compared with 25 Constitutional Democrats and 9 Socialists.

INTERNATIONAL CRICKET.

Fane makes a Century.

LONDON, October 29. England's total in the game at Perth was 402, of which F. L. Fane made 133. Westralia made 152 and followed on; score at close 12 for 0.

RACING.

Cambridgeshire Betting.

LONDON, October 29. The latest betting on the Cambridgeshire is—
11/2 against Dean Swift—
5/1 against Land League and Melton.
8/1 against Stick-Up.
100/13 against Retort.
100/8 against Lady Hasty.
100/7 against Andover.
25/1 against Linacre.

THE GERMAN SENSATION.

LONDON, October 29. A verdict has been given for Herr Harden and Count Kuno Moltke ordered to bear the costs of the trial.

SPAIN'S RULERS VISIT ENGLAND.

LONDON, October 29. The train conveying the King and Queen of Spain and the infant Prince from Paris, on route to England, was derailed.
Their Majesties escaped with a severe shaking and arrived at Cherbourg, and later at Portsmouth in H.M.S. Renown.

RHEUMATISM.

WHY suffer from this painful malady? One application of Chamberlain's Pain Balm will relieve the pain and make rest and sleep possible. Many cures have been effected by a continued use. For sale by all chemists and store-keepers.

BY TELEGRAPH.

VLADIVOSTOCK MUTINY.

Admiralty Bombarded.

(From Our Correspondent.)

SHANGHAI, October 31. A body of Blue-jackets at Vladivostok have mutinied and were joined by two torpedo boats, which bombarded the Admiralty.
The troops resisted, and after some time one of the torpedo boats surrendered.

RIFLE SHOOTING.

Australia Wins Empire Match.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, October 30. The Empire rifle shooting match between Great Britain, Australia and New Zealand has been won by the Commonwealth team.

The scores were:—
Australia 2104
New Zealand 2056
Great Britain 2053
Australia won by 48 points.

STATUTE OF LIMITATIONS.

Does It Affect Infants?

An interesting point was argued in the Summary Court this morning before His Honour Mr. H. J. Gompertz (Acting Puisne Judge).

The action was one in which Cheung Wa Cheung sued Hung Tin Po for \$384.56, principal and interest due on a promissory note, dated July 5, 1901, and made when plaintiff was about 16 years old.

Mr. W. J. Daniel, who represented the plaintiff, admitted that the promissory note, which was for \$300 (interest being \$84.56) was barred by the Statute of Limitations, but he argued that it did not apply to his client, who only became of age, according to the English computation, quite recently. Thus the disability of infancy had only been removed within the last six or eight months and therefore the Statute of Limitations did not apply, otherwise a child of four or five years might have a wrong done him and be statute barred at the age of seven, which was an absurd proposition. An infant, though under a restricted ability to sue, was never under the disability of suing.

Evidence was given by plaintiff as to lending the money and receiving \$5 interest, but defendant denied plaintiff's story, stating that he borrowed the money from plaintiff's mother, who was defendant's sister and he had repaid \$100 of the interest. His sister did not return the promissory note as she said she had lost it.

Mr. F. X. d'Almeida Castro represented the defendant and he submitted that as no payment had been made for six years the Statute of Limitations did apply.

The action was adjourned sine die, as Mr. Gompertz reserved his decision.

THE SANITARY INSTITUTE.

At the annual general meeting of the Royal Sanitary Institute held at the lecture room of the Institute on Wednesday last, the following officers were elected for the coming session.

CHAIRMAN.—Mr. T. L. Perkins.
COMMITTEE.—Dr. Clark, Messrs. A. H. Ough, A. P. Sany, and R. Hemmings.
HON. SECRETARY.—Mr. E. Ralphs.
HON. ASST. SECRETARY.—Mr. Alfred Carter.
HON. TREASURER.—Mr. W. H. Woolley.

At an examination held by the Royal Sanitary Institute (Hongkong Branch) in Practical Sanitary Science on October 28th and 29th inst., Alex. Vernon Parker passed.

At an examination held for Sanitary Inspectors on October 28th and 29th, the following candidates were recommended for certificates:—John Hutton, C. W. T. Brett, Samuel Robert Boyd, and George Willis.
The examiners were:—Hon. Dr. Atkinson, P. C. M. O., Hon. W. Clitham, C. M. G., Dr. Francis Clark, M. O. H., Messrs. A. H. Ough, A. M. I. C. E., R. H. King, A. M. I. C. E., and Capt. Shinkwin, A. S. C.
Hon. Secretary: E. Ralphs, F. I. C., Mem. R. San. Inst. Moderator: Alfred Carter, M. R. San. Inst.

THE MAURETANIA.

After four days' trials the new Mauretania, sister ship to the Lusitania, returned to Tyne on September 21 and was again moored at her old berth at Wallsend.

It is stated that the vessel's performance, principally at three-quarter speed, exceeded the highest expectations. The main purpose of these unofficial trials was not to gauge the speed capacity of the vessel so much as to ascertain whether all her complex machinery worked together satisfactorily. From that standpoint it is believed the trials were successful.

As soon as she is fully completed at Wallsend the vessel will be sent round to Liverpool for docking, after which her official trials will take place. It is reported, though not officially, that the vessel's average speed was 20 knots, while she frequently reached 27.

ALLEGED FORGERY.

Serious Allegations.

At the Magistrate's Court this morning a case arising out of a recent Summary Jurisdiction action was commenced, before His Worship Mr. P. A. Hazeland, in which Lam Wing, Hui Kuei, Li Hi Shih and Hop Wo Tong were charged with conspiracy and forging and uttering.

The Hon. Mr. H. E. Pollock, K. C., instructed by Mr. R. A. Harding, appeared for the prosecution and Mr. Reginald Harding represented the four defendants.

Mr. Pollock stated that the prosecution arose out of an action brought in the Summary Court, before Mr. Justice Wise, in which Lam Wing was plaintiff and the Po Sang firm, a Chinese bank, were defendants. In that action Lam Wing stated his claim in two alternative ways: he sued as endorsee of Hui Kuei for \$800.84, principal and interest due on a promissory note, dated August 21, 1907, and payable to Hui Kuei, and he sued as assignee for money lent. The object in so doing was that if the document was not strictly a promissory note he sued as assignee of Hui Kuei's rights under the note. The claim came on in due course and judgment was given on October 18 for defendants—the Po Sang bank. The third and fourth defendants were called by Lam Wing as witnesses for the purpose of supporting his case and curiously enough the three defendants produced in Court documents purporting to be promissory notes in their favour and purporting to be chopped by the Po Sang. The documents produced by the third and fourth defendants contained a chop which was identical with the chop on the promissory note used by the first defendant, and that chop was sworn to by the managing partner and the Jeks of the Po Sang as being a forgery. The genuine chop was produced to His Lordship at the trial and would be produced so as to give His Worship an opportunity of comparing the genuine chop with the forged chop and Mr. Pollock thought His Worship would have no doubt as to certain discrepancies between the two which could be detected. The curious point to which he desired to draw attention was not merely that the forged chop was used on the first note, but also on the second and third notes. He suggested that it was obvious they were of common origin and that there was a conspiracy on the part of defendants to defraud the Po Sang. Witnesses were called before Mr. Justice Wise and would be called before His Worship to show the chop was forged. It was a curious fact in connection with the first defendant that although he said he borrowed a sum of \$500 from a friend to pay the money over to Hui Kuei to get the promissory note, yet as a matter of fact he had outstanding against him a judgment for the sum of \$12 and was arrested under a judgment of the Summary Court on September 26, the day after the action was first called before Mr. Justice Wise. In the first charge against the defendants there were various statements which the defendants had made in the Summary Court and Mr. Pollock said he would point out the chief point with regard to these statements which, he said, were obviously untrue on the face of them. All the defendants seemed to have told Mr. Justice Wise that Hui Kuei was the man with whom they dealt; they deposited the money with him and he chopped the notes. Hui Kuei was a partner in the Po Sang and was the defendant in the cross action. As a matter of fact it would appear from the evidence that Hui Kuei was also concerned in a boarding house and spent considerable portion of his time there.

His Worship—Is the Po Sang a mythical bank?
Mr. Pollock—No. It was in business then, and evidence will be called to show that they never issued a promissory note, that they never had in their possession a chop, and that they received deposits and had a special deposit book. Apart from the statements of the witnesses for the Po Sang we will be able to call witnesses from the Stamp Office to say that no requisitions for stamps were made by the Po Sang. The man who was really left to look after the business of the Po Sang was Li Yun Yu, whom I will call as a witness. As regards the promissory note produced by the first defendant it bears an embossed stamp, dated October 17, 1907, and the story for the defence is that the stamped paper in the Po Sang was filled in by the Po Sang and then chopped by Hui Kuei. Well, the Stamp Office will say that on August 17 there were no requisitions for stamps made by the Po Sang.

His Worship—Or any date previous?
Mr. Pollock—Or any date. The evidence to be called is that the chop was not in the Po Sang, but it was in the possession of the first defendant. The other two chop notes have a stamp on them, dated August 27, and the Stamp Office will produce a requisition of that date for no less than 23 promissory notes and that requisition contains a chop which reads—"Corresponding chop of the Po Sang," but it will be proved as a matter of fact that this correspondence chop is a forgery. On the corner of the requisition appear the words—"Received by Tam He." There is no such person in the employ of the Po Sang. Altogether apart from the conspiracy we shall submit on the separate charges that they were all parties to the fraud and were acting in a common cause, obviously with the intention of putting the notes into circulation and making use of them to defraud the Po Sang.

PROMPT RELIEF FOR A SPRAINED ANKLE.

"COME time ago I sprained my ankle very badly on a loose stone," says Mr. Geo. Stevens, who lives near Durban, Natal. "A neighbour gave me a bottle of Chamberlain's Pain Balm which I rubbed my ankle and then held it up with a stick, and within five minutes I was surprised next morning to find the swelling gone, but still very sore. I used the Pain Balm faithfully during that week and the sprain gave me very little trouble. We have used this remedy in our family several times since, and have never been disappointed in getting relief. I consider it the best household liniment on the market." For sale by all chemists and store-keepers.

BANKRUPTCY COURT.

His Lordship Mr. A. G. Wise (Acting Chief Justice) sat in Bankruptcy Jurisdiction this morning, and disposed of a number of cases in an expeditious manner.

RECEIVING ORDERS.

Mr. Morrell, acting for Mr. P. W. Goldring, applied for a receiving order in the case of the Kwong Yuen Cheung. Liabilities were \$300,000 and assets \$50,000, having been reduced from \$100,000. The order was granted.

ADJUDICATED BANKRUPT.

Mr. J. H. Gattiner applied for the adjudication of Kwok Pui Chi as bankrupt and the appointment of Mr. G. F. Dixon as official Trustee, which was granted.

The E Yuen firm was adjudicated bankrupt on Mr. Morrell's application, and the public examination was closed.
An Ka Po, of the Occidental and Baltimore Hotels, was adjudicated bankrupt and the public examination closed. A meeting of creditors had been held, but no resolution had been passed.

ANNULLED PROCEEDINGS.

Mr. Grist applied that the bankruptcy proceedings in the case of Li Kwun King be annulled. Two reports were filed, in the last of which there was only one material point—that the 30 per cent. had been paid.

His Lordship—The creditors have received the money. One of the objections was that there was no security for the money and the hearing was adjourned. Mr. Kemp—I am satisfied that the money has either been paid or the creditors have agreed to make no further claims.

Mr. Grist—It is really in accordance with the wishes of the creditors that the bankruptcy should be annulled.

A CREDITORS' COME.

Mr. H. K. Holmes applied for payment of the costs of a creditor for preserving the estate of Kwong Hung Tung.

His Lordship—Are there any funds?
Mr. Holmes—Yes. There are the funds which have been protected and which are in Court.

His Lordship—What is the amount of your costs? They have been allowed at \$100.00, including \$54 expenses for appearing. I understand that the official receiver offers no objection and has approved the costs.

The order was made, Mr. Holmes' costs for making the application to be included.

A YARN SMASH.

The public examination of Ling Yam Luk was conducted by Mr. J. H. Kemp, Official Receiver. Debtor said he was the only surviving partner of the Hung Kee and Sun Yuen firms. The former dealt in yarn and originally consisted of nine partners and the latter was an opium firm of seven partners. The partners in the Sun Yuen being partners in the Hung Kee. None of the sons of the former partners took any share in the business.

The failure was due to the fact that customers of the Hung Kee who had consigned to take certain quantities of yarn failed to pay for the same, and the result was the downfall of the Sun Yuen, which was secretly for the Hung Kee. The Sun Yuen was a firm of sixty years' standing and the Hung Kee was twenty-four years old. The liabilities were \$160,000 and the assets \$68,000. The examination was closed.

A MISSING DEBTOR.

A debtor named Li Wing has not appeared for his public examination and Mr. J. H. Gattiner applied that he be adjudicated bankrupt, but Mr. O. D. Thomson opposed the application and asked that a warrant be issued for the debtor's arrest, as he was still in the Colony.

Mr. Thomson's application was granted. Mr. Kemp—Does Your Lordship wish any evidence as to Li Wing being a partner in the Tung On?

His Lordship—I will get him here first and then find out.

Mr. Kemp—He called to see me and admitted being a partner.

THE COURT ADJOURNED.

The Court adjourned.

SIR W. LAURIE'S CAUTIOUS ATTITUDE.

Sir Wilfrid Laurie has sent the following reply to the resolution which was passed by the Canadian Trades and Labour Congress at Winnipeg, deploring the influx of Japanese as being detrimental to Canadian interests, and asking for the abrogation of the treaty with Japan.

"I have given due consideration to your request that immediate steps should be taken to terminate the treaty with Japan. I would observe that this treaty was brought into existence some fifteen years ago, in response to repeated expressions of public opinion, and with a view to affording Canadian producers an opportunity of taking their share in growing Japanese trade, that the Canadian Government became a party to the treaty, and that it was unanimously ratified by the Canadian Parliament.

"The treaty has proved of great advantage, and our trade with Japan under it has considerably increased. You base your appeal for denunciation of the treaty on an allegation that the crisis has arisen in British Columbia by reason of the unprecedented influx of Japanese. While it is true that most regrettable incidents have lately occurred at Vancouver, there seems reason to doubt whether the cause was an influx of Japanese, as I am in possession of a telegram from the Mayor of Vancouver which has been made public, which expressly avers that the disturbances were directed against Asiatics generally rather than against Japanese.

"In such circumstances any precipitate action might be regrettable, and, before committing themselves to such a course, the Government think that they should carefully inquire into the causes which, within the recent past, have caused a greater influx to our shores than previously of Oriental people."

A QUICK AND SAFE REMEDY FOR BOWEL COMPLAINTS.

TWENTY years ago Mr. Geo. W. Brock discovered that Chamberlain's Colic, Cholera and Diarrhoea Remedy was a quick and safe cure for bowel complaints. During all of these years, he says, "I have used it and recommended it many times and the result has ever been disappointing me." Mr. Brock is publisher of the Aberdeen, Maryland, U.S.A., Enterprise. For sale by all chemists and store-keepers.

SPORTING.

Yachting.

Coming events cast their shadows before and so the coming yachting season is heralded by the stir of preparation at the slipway and places where the boats have been laid up during the summer months, indeed some have already spread their wings and have had a preliminary sail. Dione, Vernon, Min, Almah and Ailsa (late Maudie) were out last Saturday afternoon and doubtless Colleen, Kathleen, Bonito and Sprite, will put in an appearance next Saturday for the Ladies' race, which is to open the season.

Ailsa (late Maudie) having passed into the hands of the Hon. Mr. Henry Kewick, gives new life to the Championship Class and is Almah enters this class on a time allowance of thirty seconds per mile there should be some good racing. Ailsa will have a new mainsail made locally and Almah will also have an improved suit. Vernon has been provided with a hollow metal hull by Messrs Holloway and Sons, Dublin, which ought to increase her speed. Sprite, having changed hands, will again enter the One-Design class, and it will be handled should prove a dangerous opponent. As there will be five boats in this class we may expect some interesting sport.

The Ladies' race is to start at 2.30 p.m. on Saturday and provided the weather is suitable the course will be round Channel Rocks (port) and back. The handicaps are:—
Dione and Vernon, Scratch.
Ailsa receives 1 min. 20 secs.
Almah receives 2 mins.
One-Design Class receives 3 mins. 20 secs.

On Sunday, November 3, the first Club race will be sailed. The start for the Championship Class is 11.30 a.m., One-Design Class, 11.40 a.m. and the course is from Police Pier to Lyceum Beacon (port), Kowloon Rock (port) Meyer's East Buoy (port) Lyceum Beacon (port), a distance of 14 1/2 miles, sufficiently long to test well the individual qualities of the yachts and the capabilities of the skippers.

Billiards.

The Billiard Champion, H. W. Stevenson, will play an exhibition game at St. George's Club on Tuesday evening, at 8.15 p.m., against Mr. E. H. Hinds. Mr. Stevenson has been playing lately and a fine exhibition is expected than what was given when he last appeared in public here.

Boxing.

Arrangements are almost completed for the boxing entertainment which is to take place on Tuesday evening next in the City Hall. Mr. Bellow, the organizer, is to meet P. Perkins in a fifteen round contest and, despite the fact that Perkins is about nineteen lbs. the heavier, expects to come out victorious. A late ferry is to be provided for Kowloonites in case of the entertainment being protracted beyond midnight.

Cricket at Amoy.

(From Our Correspondent.)
Amoy, October 24. A match was played on Saturday last between the combined teams of H.M.S.S. Alacrity and Omdum and the Amoy C.C. Tiffin was provided for both teams in the Pavilion at 12.30 and a start was made very soon after 1.30. Mr. Barton having won the toss, Amoy elected to bat first. Messrs Howard and Barton opened the innings but were never at home against the Navy bowling, which was excellent. Wickets fell quickly and five were down for about 30 runs when W. H. Wallace went in. Settling down almost at once, and treating all bowling alike he compiled 45 in a very short time. He was ably assisted by H. Leachman who contributed a useful 22. The innings closed with the score at 114.

The Navy men started badly, 32 runs only being scored with only 4 wickets in hand. However a good stand for the 7th wicket was productive of 56 runs, and 102 had been registered before the innings closed. Commander Leatham played an excellent innings of 44, including three sixes.

Amoy went in again and made just over 100 for 4 wickets when play was abandoned. Fletcher with 50, Joseland with 20, and Milward with 14 were the run getters. For Amoy, Joseland bowled with success, taking 6 wickets at a cost of slightly under 6 runs a piece.

Johnson and Commander Majendie shared the honours for the slips.

The scores were:—Amoy C.C.—Howard, c. and b. Majendie, 3; Barton, b. Johnson, 12; Fletcher, b. Johnson, 5; Brown, c. and b. Johnson, 47; Milward, b. Majendie, 0; Wallace, 5; Thair, 45; Leachman, c. and b. Johnson, 22; Joseland, 14; b. Majendie, 0; O'Shea, not out, 11; Ollis, b. Thair, 3; Hadam, c. Leatham, b. Majendie, 5; Extras, 11; Total 114.

H.M.S.S.—Alacrity and Omdum. Lt. Swarder, c. Howard, b. Joseland, 1; Jessop, leg before, b. Howard, 11; Lt. Surg. Williams, c. Milward, b. Joseland, 0; Maynard, b. a. w. b. Howard, 8; Comm. Leatham, b. Joseland, 44; Johnson, c. Joseland, b. Joseland, 4; Lt. Young, c. Wallace, b. Joseland, 3; Comm. Majendie, c. Brown, b. O'Shea, 16; Thair, b. Joseland, 0; Surg. Eastment, not out, 9; Lt. Pennell, c. b. Howard, b. Extras, 11; Total 102.

NEWS FROM SWATOW.

(From Our Correspondent.)

SWATOW, October 26.

NAVAL.

During the stay of the German cruiser Leipzig in port the commander and officers dispensed the usual hospitality and received entertainment in return from the Acting German Consul, Mr. Haslop, and others. The rather fine band did much to enliven Swatow.

The British naval vessel we are most familiar with, the Waterwitch, has no band or orchestra, though it will not be denied she carries as fine a band of good fellows as could be wished for.

Incidentally a raffle took place here last night and a houseboat was won by someone on the Waterwitch—rather a white elephant on his hands I should say.

The American gunboat Wilmington and the French gunboat Decade arrived on Friday.

THE POST OFFICE.

The business of the Chinese Imperial Post Office here has increased to such an extent that the Peking authorities have authorized the erection of a Post Office building on the ground opposite the Customs House. The postal officer, Mr. T. N. Manners, has by close study and a praiseworthy enthusiasm for his work, made the Swatow C. I. P. O. a popular institution, used more and more by European and Chinese alike. The plans for the new building are the work of Mr. Manners, aided by the experienced Commissioner, Mr. Harris, and Mr. Smith, lately Commissioner here. When housed in the new structure Swatow will be the proud possessor of a post office perfectly appointed and administered by an energetic, courteous, and qualified staff. When we stop to consider that this Post Office, under the supervision of two British, Mr. Manners and his assistant, Mr. McDermott, is the centre of a postal district administration handling mails by rail, steam, sail, and courier it is wonderful how well it is all done.

THE CUSTOMS.

Our energetic Commissioner, Mr. Harris, is three men short in his outdoor staff, one absent on leave, one resigned, and one discharged, comprising Norwegian, Swede, and German. It is hoped that the rank will be filled with but little delay, as the work should not be hampered by a short-handed staff. Swatow is the fourth port in China from a Customs standpoint and should be more generously treated by the I.G. than it is.

AN OIL QUESTION.

The Standard Oil Company's construction work is proceeding apace under the capable supervision of the Company's engineer, Mr. Mickle. Two tanks are already in place and it is expected that they will be in position to receive bulk oil in about four months' time. It is a pity that several oil companies cannot find a means to stop the adulteration of oil and the reilling of tins by the native dealers.

AMOY NEWS.

(From Our Correspondent.)

Amoy, October 28.

WARSHIPS.

The French gunboat Decade left here for Swatow on the 23rd inst. H.M.S.S. Alacrity and Omdum arrived on 25th inst. from Shanghai, and left on Sunday morning at daylight for Mrs. Bay. The French cruiser Bruix arrived in port on the 27th inst., from Foochow, and left for Swatow on the 28th.

The Japanese cruiser Akishima also arrived on 27th inst., and is still here.

WEATHER.

The gale signalled the 22nd arrived here about 3 p.m. on 23rd. The wind was very violent for 12 hours, but soon blew itself out. Some rain fell, but not enough to do any good. The weather is now as hot as ever, and winter seems to be as far away as before.

SHIPPING.

The Boston S.S. Co.'s s.s. Shawmut arrived here on Sunday from Shanghai, and leaves this afternoon for Manila.

A SAFE COUGH MEDICINE FOR CHILDREN.

IN buying a cough medicine for children never be afraid to buy Chamberlain's Cough Remedy. There is no danger from it and relief is always sure to follow. It is especially valuable for colds, croup and whooping cough. For sale by all chemists and store-keepers.

LANE, CRAWFORD & Co.

Genuine Bargain Sale.

ENLARGEMENT OF OUR

Ladies' Department.

We are offering our Complete NEW SEASON'S Delivery of AUTUMN & WINTER GOODS

at 25 per cent discount, and in some cases more, for CASH.

THIS affords a really excellent opportunity for Ladies to obtain absolutely NEW GOODS at exceptionally low prices and much less than in London.

STOCK COMPRISING—LARGE SELECTION OF LATEST STYLES IN—HATS, COSTUMES, SKIRTS, BLOUSES, COATS, HOSIERY, RUFFLES, BOOTS AND SHOES, BELTS, UMBRELLAS, &c. &c.

Sale Commences Monday, 4th November.

Closes 14th November.

LANE, CRAWFORD & CO.

Hong Kong, October 31, 1907.

Shipping.

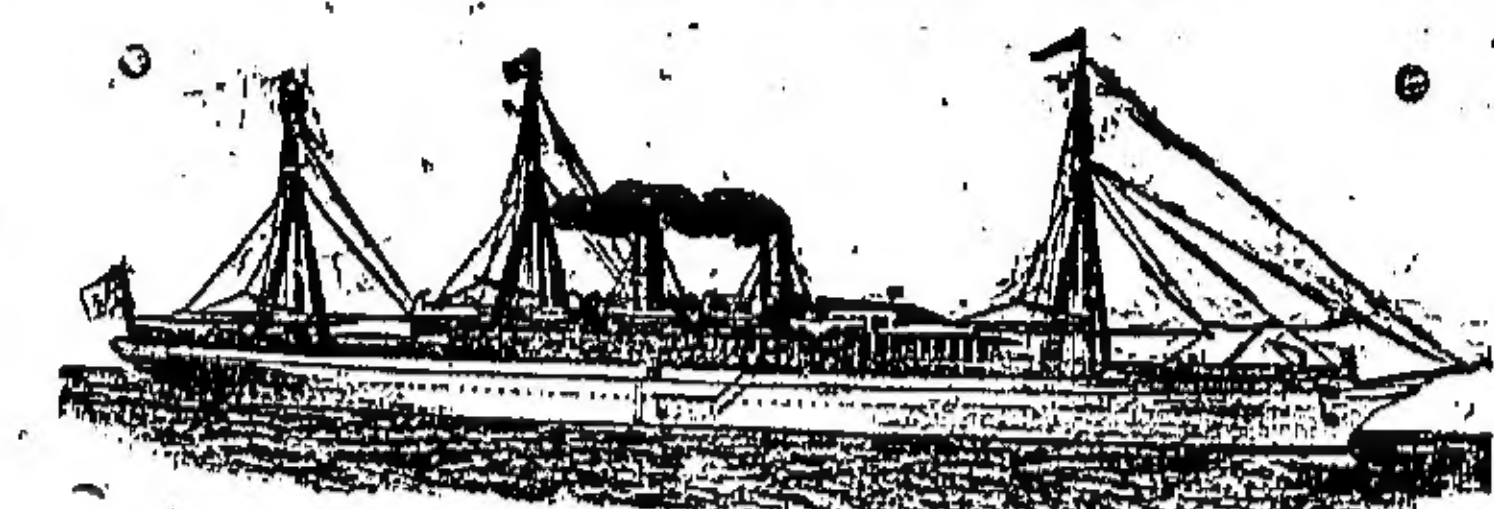
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

DESTINATION	VESSEL	DATE	REMARKS
SHANGHAI	DEVANHA	Nov. 1st	Freight and Passengers
SHANGHAI, MOJI, KOBÉ, YOKOHAMA	DEVANHA	Nov. 1st	Freight and Passengers
SHANGHAI, MOJI, KOBÉ, YOKOHAMA	DEVANHA	Nov. 1st	Freight and Passengers
LONDON, via Suez	DELHI	Nov. 2nd	Freight only
MARSHALLS, LONDON	BORNEO	Nov. 2nd	Freight and Passengers
ANTWERP	BORNEO	Nov. 2nd	Freight and Passengers
SHANGHAI, MOJI, KOBÉ, YOKOHAMA	DEVANHA	Nov. 10th	Freight and Passengers
SHANGHAI, MOJI, KOBÉ, YOKOHAMA	DEVANHA	Nov. 10th	Freight and Passengers

P. & O. S. N. Co.'s Office. E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.
The only Line that maintains a Regular Schedule Service of 11 Days across the Pacific is the 'EMPERESS LINE'. SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS	Leave Hongkong	Arrive Vancouver
EMPERESS OF JAPAN	Nov. 21	Dec. 9
EMPERESS OF INDIA	Nov. 21	Dec. 9
EMPERESS OF AUSTRALIA	Nov. 21	Dec. 9
EMPERESS OF AFRICA	Nov. 21	Dec. 9
EMPERESS OF AMERICA	Nov. 21	Dec. 9

THE JAPANESE ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPERESS' Steamships, 14,000 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. MONTEAGLE Carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to:—

CORNER PRINCE STREET and PRINCE, Opposite Blaise Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	VESSEL	DATE	REMARKS
MARSHALLS, LONDON	INABA MARU	Nov. 13th	Freight and Passengers
ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	INABA MARU	Nov. 13th	Freight and Passengers
VICTORIA, B.C., and SEATTLE, U.S.A.	SHINANO MARU	Nov. 12th	Freight and Passengers
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, KUMANO MARU	SHINANO MARU	Nov. 12th	Freight and Passengers
KOBÉ AND YOKOHAMA	KANAGAWA MARU	Nov. 12th	Freight and Passengers
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO	KAGESHIMA MARU	Nov. 4th	Freight and Passengers
SHANGHAI & KOBÉ	YEBOSHI MARU	Nov. 4th	Freight and Passengers

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship MINNESOTA—28,000 TONS—BETWEEN YOKOHAMA, KOBÉ, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA, Captain C. F. Austin, WEDNESDAY, 8th January, 1908.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

Luxurious Passenger Accommodations—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cable passengers may travel by rail if desired between ports of Yokohama, Kōbe and Nagasaki, without extra charge.

For convenience of coastwise passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

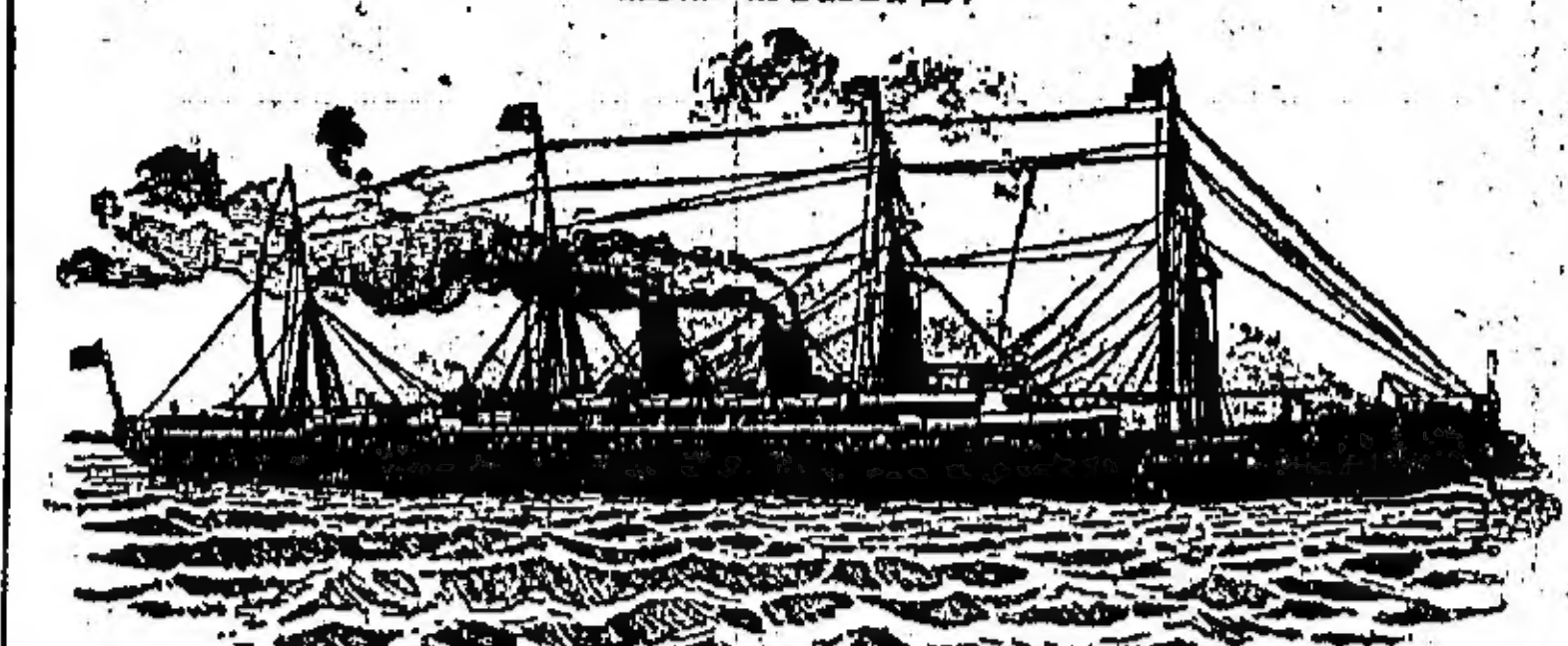
For full information regarding freight or passage apply to:—

NIPPON YUSEN KAISHA, Agents.

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PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.
Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)	STEAMERS	SAILING DATES, 1907
KOREA	18,000 Tons	FRIDAY, 1st Nov., at Noon
AMERICA MARU	18,000 Tons	SATURDAY, 9th Nov., at Noon
SIBERIA	18,000 Tons	SATURDAY, 16th Nov., at Noon
CHINA	18,000 Tons	SATURDAY, 23rd Nov., at Noon
MANCHURIA	18,000 Tons	SATURDAY, 30th Nov., at Noon
NIPPON MARU	18,000 Tons	SATURDAY, 7th Dec., at Noon
ASIA	18,000 Tons	SATURDAY, 14th Dec., at Noon
PERSIA	18,000 Tons	TUESDAY, 24th Dec., at Noon
HONGKONG MARU	18,000 Tons	FRIDAY, 3rd Jan., at Noon, 1908

RECORD FAST TRIPS.
Yokohama to San Francisco, via KOREA, 18,000 tons, September 12-27th 1906; 10 days, 11 hours and 6 minutes.
San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-30th, 1905; 4 days, 19 hours.
San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en route, August 16th-31st, 1905; 13 days, 13 hours.
Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship KOREA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBÉ, YOKOHAMA and HONOLULU, on FRIDAY, the 1st November, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, YOKOHAMA, MOJI, KOBÉ & YOKOHAMA; FOR PORTLAND, OREGON.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ARABIA	4498	C. NEUMANN	About Nov. 10.
ALBESIA	5167	JOHN EBBET	About Nov. 24.
NICOMEDIA	4272	P. WAGEMANN	About Dec. 6.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to:—

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	STEAMSHIP	TO SAIL
HONGKONG & HAIPHONG	SINGAPORE	Nov. 3, Daylight
SHANGHAI DIRECT	YOKOHAMA	Nov. 4, at 4 p.m.
SWATOW AND SHANGHAI	PAKHOT	Nov. 5, at 4 p.m.
MANILA	TAMING	Nov. 5, at 4 p.m.
SWATOW AND SHANGHAI	KWANGSE	Nov. 6, at 4 p.m.
SWATOW & SHANGHAI	KUANGSE	Nov. 6, at 4 p.m.
CEBU & ILOILO	KAIPOSE	Nov. 8, at 4 p.m.
CHEFOO & TIENTSIN	KUANGSE	Nov. 9, at 4 p.m.
SWATOW & SHANGHAI	SHANGHAI	Nov. 17, at 4 p.m.
KOBÉ	TENKAN	Nov. 17, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Klectric Light. Unvalued Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. A fully qualified Surgeon is carried.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to:—

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Cabin—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAVIRO	2540	A. Fraser	Manila	Saturday, 2nd November.
RUBI	2540	R. W. Almond	Manila	9th November.

For Freight or Passage, apply to:—

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUZ CANAL. (With Liberty to Call at the MALABAR COAST.)

S.S. OCEAN MONARCH, To SAIL, 2nd November, 1907.

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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMSHIP	TO SAIL
SHANGHAI	HANGSANG	FRIDAY, Nov. 1, at 4 p.m.
MANILA	WANGSANG	FRIDAY, Nov. 1, at 4 p.m.
SHANGHAI	WANGSANG	SATURDAY, Nov. 2, at 4 p.m.
TIENTSIN	CHONGSHING	SATURDAY, Nov. 2, at 4 p.m.
SANDAKAN	MAUSANG	THURSDAY, Nov. 7, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBÉ AND MOJI	NAISANG	FRIDAY, Nov. 8, at 3 p.m.
MANILA	LOONGSANG	FRIDAY, Nov. 8, at 4 p.m.
SINGAPORE, PENANG, AND CALCUTTA	FOOKSANG	TUESDAY, Nov. 19, at 3 p.m.

These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Nowehwang, and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kadian, Lahad, Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.

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